particularly so to cocoanut and other forms of garden cultivation. The early cessation and partial failure of the north-east monsoon in the current year have reacted to the disadvantage of paddy cultivation in South Travancore. Trade and commerce flourished in 1102 and the value of external trade rose by a crore and a half to Rs. 17½ crores, 65 per cent of which represented exports and 35 per cent imports. Thiry-two per cent of the external trade was seaborne, about 36 per cent was carried over the backwaters, about 22 per cent went by road and about 10 per cent by railway. Imports worked out to Rs. 15·4 per head of population and exports to Rs. 28·4. The balance of trade was thus distinctly in our favour. A satisfactory feature is that the imports of rice and paddy declined in value by Rs. 38 lakhs and in quantity by over 21,000 tons. This is all to the good as it indicates a larger rice production within the country. Tea exports amounted to 25,215,064 lbs. to the value of about Rs. 2½ crores and the duty realised thereon was Rs. 3·78 lakhs. The corresponding figures for the year previous were 25,602,045 lbs. and Rs. 3·92 lakhs. There were over 54,100 acres under tea in Travancore in 1926 and the yield was 28,531,100 lbs. The average yield per acre in Travancore is 527 lbs. as compared with 575 lbs. in Assam, 503 lbs. in Bengal, 435 lbs. in Madras and 333 lbs. in Coorg. The quantity of rubber exported during 1102 was 7,656,306 lbs. to the value of nearly a crore of rupees. The corresponding figures for the year previous are 6,279,321 lbs. and over one crore of rupees. In 1926 there were 43,600 acres in Travancore yielding 8,456,600 lbs. The average yield per acre was 194 lbs. as compared with 218 lbs. in Cochin, 191 lbs. in Madras, 155 lbs. in Coorg, 139 lbs. in Burma and 33 lbs. in Mysore. These are all important items of export but far and away the most important were the products of the cocoanut palm which yielded 53·5 percent of the total export duties.

10. Ports. As you know, we have four working seaports, Alleppey, Quilon, Trivandrum and Colachel. In the first three there was an increase in shipping, both in the number of vessels and in tonnage. Alleppey was the most active ; Trivandrum port came next and Quilon was third. The most noticeable feature about Quilon was that the number of country craft which called there was more than double the number in the previous year. In all, 354 steamers and 170 country craft called at the ports. The total tonnage was 873,856. 307 steamers called at Alleppey as against 269 in 1101 and the tonnage rose from 623,772 to 714,896. You have no doubt seen certain statistics in respect of the seaborne trade of Alleppey which have recently been published elsewhere. They go to show that the value of exports from Alleppey has increased by 197 per cent in the past 6 years and that the value of imports has increased by 116 per cent. The figures show that in the case of exports the increase has been a progressive one year after year. In the case of imports there have been ups and downs during the period. I shall give you the figures in respect of tonnage calling at this port. In 1097 (1921-1922) it was 310,585. Since then it has risen year by year until in 1102 (1926-1927) it stood at 714,896 or an increase of 130 per cent. These figures should be viewed in relation to the general trade position of Travancore. The total value of the foreign trade in 1096 (1920-21) was nearly Rs. 11½ crores, in 1097 Rs. 12·34 crores, in 1098 Rs. 13·33 crores, in 1099 Rs. 13·78 crores, in 1100 Rs. 15·42 crores and in 1101 Rs. 17·5 crores. The percentage of seaborne trade to the total foreign trade in 1096 was 12·8, in 1097, 17·9, in 1098, 20·3, in 1099, 19, in 1100, 21·8, in 1101, 26.6 and in 1102, 32·02. It will thus be seen that the proportion of seaborne trade to the total volume of trade has been steadily rising with the growth in trade. The statistics clearly indicate a remarkable development in the trade of Travancore, noticeably in the export trade. In other words, Travancore has been producing in increasing measure during the last six years and marketing her produce abroad in steadily increasing quantity ; and what more natural than that shipping should be attracted to the place of production. There is nothing of the hey presto about it. Natural forces have converted Alleppey into an all the year port and it occupies a position upon which trade routes and communications from the richest producing tracts converge. Merchants and traders have been establishing themselves there in increasing numbers and the Government are endeavouring to meet their pressing demands for facilities to carry on their business. For instance, a trunk telephone

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connection with Cochin has been arranged for ; improved derricks have been provided on the pier ; more trollies have been supplied ; the commercial canal has been improved ; arrangements have beeen made for more warehouses ; road connection with Quilon has been completed and a road towards Cochin is approaching completion. The Government regard it as their duty to supply the wants of trade and commerce. But they have no intention of embarking on ambitious schemes in respect of Alleppey, for they are convinced that Alleppey cannot be a terminal port or anything more than a port of call. For one thing the disparity between the volume of exports and the volume of imports is too great.

11. Public Works. A chapter of the Administration Report which you will doubtless read with pleasure is that relating to Public Works. In the latter half of the year under review a new Chief Engineer took charge of the department and entered upon his duties with enthusiasm. The actual expenditure of the department was Rs. 28·52 lakhs of which Rs. 16·8 lakhs were devoted to communications. Of this one half was spent on original construction, improvements and special repairs, the other half going to the ordinary maintenance of existing communications. A notable achievement of the department in the matter of communications was the construction of a road from Alleppey to Shertallai. The road, which runs straight as an arrow for 13 miles, was constructed in less than a year, mainly in the interests of the people of Shertallai. The reason why its construction had been deferred so many years is that three dewans ago a canal had been sanctioned to connect Shertallai with Alleppey. It was a canal of many misfortunes. More then one circumstance arose which brought its slowly creeping advance to a standstill ; and all the while the Engineers struggled to keep its few completed miles from being enveloped by the sand drifts through which it sought to soak its way. Much money has been sunk in it. Even so, it was better to abandon a hopeless task. And so the road was made. Its extension from Shertallai towards Cochin is proceeding rapidly. Another road full of possibilities was aligned in the course of the year and the work of construction began early this month. It is the Neriamangalam-Munnar road by means of which direct communication with the high range district will be restored. As aligned and planned it should be our best ghat road. It will have a metalled width of 16 feet. There will be no hair pin corners and the ruling gradient will be one in twenty. It will cost many lakhs of rupees but that will be money well spent. It will not only tap an ancient trade route of importance but should also draw trade which now goes over the wall ; and, best of all, it will open up a large area of rich country suitable for all forms of cultivation and provide lands for our teeming populations to spread into. The total length of communications in the State was just over 4,900 miles and if areas coverd by State forests are left out of the reckoning it will be found that there is something more than a mile of communications maintained by the Government to every square mile of territory. This includes 135 miles added during the year. Traffic, especially motor traffic, has developed so enormously in recent years that the cost of maintaining roads at their present high standard is becoming a serious consideration and the Chief Engineer is about to experiment with new methods of road surfacing. Some idea of the growth of traffic can be formed from the fact that four out of the fifteen toll gates in the State yield a return of over Rs. 30,000 a year each, Kuzhithura taking the lead with Rs. 73,000. Four important bridges estimated to cost Rs. 2·17 lakhs are under construction and the question of a bridge across the Neendakara bar is under investigation. The expenditure on buildings in 1102, Rs. 2·12 lakhs, was the lowest recorded in the last seven years. An important building under construction is the new Women's College. The Electrical Engineer to Government hopes to provide the capital with electric light and power by the end of 1928. Preliminary work in connection with the water supply scheme for Trivandrum is going on and land is being acquired and work will start almost immediately on the extension of the railway from Chackay to the heart of the town.

12. Irrigation. There is one class of work which, I am afraid, suffers from a divided responsibility and from the complexities of an over elaborate system of rules and regulations. I refer to minor irrigation in respect of which there is an

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